FAA APPROVED INSPECTION PROGRAM

The Liberty War Bird Association

UH-1H
N823LW
SN 66-16823

LIBERTY WAR BIRD ASSOCIATION

AIRCRAFT: BELL HELICOPTER UH-1H
SERIAL NUMBER: 66-16823
REGISTRATION NUMBER: N823LW

This aircraft is owned and operated by:

Liberty War Bird Association, Inc.
500 Airport Rd
Suite T
Lititz, PA 17543

Liberty War Bird Association is a 501 (c) (3) organization incorporated on June 24, 2011

BOARD OF DIRECTORS

Michael P. Caimi: 500 Airport Rd Suite T, Lititz, PA 17543. 610-764-7602
Darren Lucas: 500 Airport Rd Suite T, Lititz, PA 17543. 717-368-4720

REVISION CONTROL INFORMATION

THIS IS AN FAA APPROVED INSPECTION PROGRAM

CHANGES MUST BE SUBMITTED TO AND BE APPROVED BY THE FAA

MAINTENANCE, INSPECTION ITEMS, AND FORMS WILL BE IN ACCORDANCE WITH APPLICABLE ARMY TECHINCAL MANUALS AS REVISED *AT THE TIME OF CERTIFICATION*.

MAINTENANCE SHALL CONFORM TO APPLICABLE SUPPLEMENTAL TYPE CERTIFICATE (STC) IF ONE HAS BEEN ISSUED FOR THIS HELICOPTER.

REVISIONS

LWBA-AIP

Aircraft: Bell Helicopter UH-1H
Revision: 3
Serial Number: 66-16823
Registration Number: N823LW

LWBA-AIP, dated 5 March 2021 is changed as follows:

Page	Synopsis of Change	FAA Certification +Date
(b)	Clarified scope of forms and manuals	
(c)	Added Revision 3 page	
(h)	Updated List of Effective Pages for Change 3	
(iii)	Updated list of Appendices, added Appendix D as AD Notes List (Appliances)	
1	Clarified the scope of reference manuals	
8	Clarified tracking time components	
9	Updated Appendix reference for ICA	
10	Added “Check” to Functional Flight Requirements; paragraph III. i., clarified return to service.	
11	Added TM 1-1500-328-23 as reference	
22	Clarified DOM responsibility for inspection release	
23	Clarified paragraph III. E.	
28	Clarified paragraph VIII. B., Waiver Authority	
32	Added statement to SOF, ASAM, AMAM, MIM that associated AD’s take precedence.	
33	Updated Appendix reference for ICA	
45	Added DA Form 2408-13-2	
46	Added Appendix D as AD Notes List (Appliances)	
47, 48	Appendix N -- Abbreviations	
	Deleted Appendix M and reserved for future use	

Official
Signature:

Michael P. Caimi
President
Liberty War Bird Association, Inc.

Retain this sheet in the front of LWBA-AIP for reference purpose.

REVISIONS

LWBA-AIP

Aircraft: Bell Helicopter UH-1H
Revision: 2
Serial Number: 66-16823
Registration Number: N823LW

LWBA-AIP, dated 14 July 2020 is changed as follows:

Page	Synopsis of Change	FAA Certification +Date
N/A	Added logo to Cover Page	
(a)	Updated Board of Directors	
(b)	Updated Revision Control Information	
(c)	Change to Revision page	
(g)	Added List of Effective Pages	
(i)	Updated Table of Contents	
(ii)	Updated Table of Contents	
(iii)	Updated Table of Contents	
1	Changed AC reference in Manuals, Content paragraph	
2	Updated Arrangement and Corrections paragraph	
2	Modified Indicating Changes paragraph	
3	Edited Educate paragraph for conciseness	
5	Updated Leadership page	
6	Updated Organization Chart	
8	Added paragraph D	
9	Changed opening paragraph reference to Appendix D	
9	Updated paragraph III. b.	
10	Added paragraph III. c. i.	
10	Revised language in paragraphs e., f, j.	
11	Added weight and balance to opening paragraph	
12	Updated Maintenance Interval Tracking list	
13	Updated Maintenance Interval Tracking list	
15	Deleted D. c.	
15	Clarified Special Inspection 14	
16	Deleted redundant voltage regulator inspection	
16	Clarified Special Inspections 39, 41	
17	Clarified Special Inspections 46, 47 and 52	
18	Delete redundant components on Time Limit list	
18	Added MRB to Time Limit list	
18	Added reference for Subassembly time change component	
18	Updated paragraph II. B. for DOM reference	
19	Updated paragraphs III. B, IV. B., V. B. for clarification	
20	Updated reference in paragraph VI. F.	
21	Updated DOM Roles and Responsibilities	
22	Updated DOQC Roles and Responsibilities	

23	Updated TI Roles and Responsibilities	
24	Updated General Mechanic and CE Roles and Responsibilities	
25	Updated MTP and Tech Supply Roles and Responsibilities	
26	Clarified the Tools and Toolbox paragraphs	
28	Clarified paragraph VIII. B., Waiver Authority	
29	Updated list of 2408 Series of Forms	
29	Added DA Form2410 and DD Form 365 Series	
32	Updated Aircraft, Engine and Accessory AD Notes	
32	Added SOF, ASAM, AMAM and MIN references	
33	Updated Flight Records paragraph 4.	
34	Updated responsibilities for consistency	
35	Deleted UAV reference on DA Form 2408	
36	Deleted APU reference on DA Form 2408-12	
36	Deleted fixed wing reference on DA Form 2408-13	
37	Clarified paragraph 9 on DA Form 2408-13	
39	Added paragraph 7 on DA Form 2408-14-1	
40	Modified retention policy of DA Form 2408-16	
42	Added retention policy of DA Form 2408-18	
43	Added forms DA Form 2410, DD Form 365-1, 2	
44	Added form DD Form 365-3	
45	Added form DD Form 365-4	
46	Added Appendix N 12-Month Aircraft Condition Inspection	

Official
Signature:

Michael P. Caimi
President
Liberty War Bird Association, Inc.

Retain this sheet in the front of LWBA-AIP for reference purpose.

REVISIONS

LWBA-AIP

Aircraft: Bell Helicopter UH-1H
Revision: 1
Serial Number: 66-16823
Registration Number: N823LW

LWBA-AIP, dated 10 December 2018 is changed as follows:

Page	Synopsis of Change	FAA Certification +Date
(a)	Change to Board of Directors	
(c)	Change to revision Page	
5	Change to leadership page	

Official
Signature:
Michael P. Caimi, President, Liberty War Bird Association, Inc.

Retain this sheet in the front of LWBA-AIP for reference purpose.

REVISIONS

LWBA-AIP

Aircraft: Bell Helicopter UH-1H
Change: 0
Serial Number: 66-16823
Registration Number: N823LW

LWBA-AIP, dated 1 May 2018 is changed as follows:

Page	Synopsis of Change	FAA Certification +Date

Official:
Signature:
Michael P. Caimi, President, Liberty War Bird Association, Inc.

Retain this sheet in the front of LWBA-AIP for reference purpose.

List of Effective Pages

Page	Status	Date
Cover	Rev2	7/14/20
(a)	Rev2	7/14/20
(b)	Rev3	3/5/21
(c)	Rev3	3/5/21
(d)	Rev2	7/14/20
(e)	Rev2	7/14/20
(f)	Rev1	12/10/18
(g)	Rev0	5/1/18
(h)	Rev3	3/5/21
(i)	Rev2	7/14/20
(ii)	Rev2	7/14/20
(iii)	Rev2	7/14/20
1	Rev3	3/5/21
2	Rev2	7/14/20
3	Rev2	7/14/20
4	Rev0	5/1/18
5	Rev2	7/14/20
6	Rev2	7/14/20
7	Rev0	5/1/18
8	Rev3	3/5/21
9	Rev2	7/14/20
10	Rev3	3/5/21
11	Rev3	3/5/21
12	Rev2	7/14/20
13	Rev2	7/14/20
14	Rev0	5/1/18
15	Rev2	7/14/20
16	Rev2	7/14/20
17	Rev2	7/14/20
18	Rev2	7/14/20
19	Rev2	7/14/20
20	Rev2	7/14/20
21	Rev2	7/14/20
22	Rev2	7/14/20
23	Rev3	3/5/21
24	Rev2	7/14/20
25	Rev2	7/14/20
26	Rev2	7/14/20
27	Rev0	5/1/18
28	Rev3	3/5/21
29	Rev2	7/14/20
30	Rev0	5/1/18
31	Rev0	5/1/18
32	Rev2	7/14/20
33	Rev2	7/14/20
34	Rev2	7/14/20
35	Rev2	7/14/20
36	Rev2	7/14/20
37	Rev2	7/14/20
38	Rev0	5/1/18
39	Rev2	7/14/20
40	Rev2	7/14/20
41	Rev0	51/1/18
42	Rev2	7/14/20
43	Rev2	7/14/20
44	Rev2	7/14/20
45	Rev3	3/5/21
46	Rev3	3/5/21
47	Rev0	5/1/18
48	Rev0	5/1/18
A-1-A-32	Rev0	5/1/18
B-1	Rev3	3/5/21
B-2	Rev3	3/5/21
B-3	Rev3	3/5/21
B-4	Rev3	3/5/21
C-1	Rev3	3/5/21
C-2	Rev3	3/5/21
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E-3	Rev3	3/5/21
E-4	Rev3	3/5/21
F-1	Rev3	3/5/21
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G-1	Rev3	3/5/21
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I-1	Rev3	3/5/21
I-2	Rev3	3/5/21
J-1	Rev3	3/5/21
J-2	Rev3	3/5/21
K-1	Rev3	3/5/21
L-1	Rev3	3/5/21
O-1	Rev3	3/5/21
O-2	Rev3	3/5/21
O-3	Rev3	3/5/21

DATE APPROVED

FAA APPROVED

DATE: 25 OCT 2021

NAME: Harold W. Haase, PMI

SIGNATURE: Digitally signed by HAROLD WILLIAM HAASE Date: 2021.10.25 11:11:44 -04'00'

OFFICE DESIGNATOR: EA-FSDO-13

List of Effective Pages (Continued)

Page	Status	Date
O-4	Rev3	3/5/21
O-5	Rev3	3/5/21
O-6	Rev3	3/5/21
O-7	Rev3	3/5/21
O-8	Rev3	3/5/21
O-9	Rev3	3/5/21
O-10	Rev3	3/5/21
O-11	Rev3	3/5/21
O-12	Rev3	3/5/21
O-13	Rev3	3/5/21
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O-17	Rev3	3/5/21
O-18	Rev3	3/5/21
O-19	Rev3	3/5/21
O-20	Rev3	3/5/21
O-21	Rev3	3/5/21
O-22	Rev3	3/5/21
O-23	Rev3	3/5/21
O-24	Rev3	3/5/21
O-25	Rev3	3/5/21
O-26	Rev3	3/5/21

Page	Status	Date

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DATE APPROVED

FAA APPROVED

DATE: 25 OCT 2021

NAME: Harold W. Haase, PMI

SIGNATURE: Digitally signed by HAROLD WILLIAM HAASE Date: 2021.10.25 11:12:22 -04'00'

OFFICE DESIGNATOR: EA-FSDO-13

Table of Contents

ACCEPTABLE TO THE ADMINISTRATOR

This document is presented in accordance with the requirements of Title 14 CFR, § 21.191(d) and FAA Order 8130.2J, July 21, 2017.

MANUALS

This document is based on U.S. Army Technical Manuals (TM) per the requirements in FAA *AC 43-209A*. This ICA/AIP consists of those TMs and the sub-manuals which are listed in the reference section of this ICA/AIP *and current at the time of certification.*

CONTENT

This document presented herein is in the English language and contains the appropriate sections per the requirements of *AC 43-209A*

SCOPE

This document provides the information related to ICA and AIP of the LWBA's UH-1H helicopter SN 66-16823, N823LW.

PURPOSE

The purpose of this document is to incorporate the U.S. Army Technical Manuals into Liberty War Bird Association's (LWBA) system of documents in accordance with FAA approved Instructions for Continued Airworthiness (ICA) and the FAA Approved Inspection Program (AIP) for LWBA's UH-1H helicopter. This manual also provides servicing, maintenance, and inspection information for the areas of the helicopter affected by modifications that are different from the published standard helicopter TMs. These instructions do not supersede or exclude any other limitations or inspection requirements that have been recommended by Bell Helicopter or a governmental regulatory agency.

ARRANGEMENT

Logical arrangement is provided and denoted in the Table of Contents for the document. Blank pages are indicated with “THIS PAGE INTENTIONALLY LEFT BLANK”.

CORRECTIONS TO THE ORIGINAL ICA/AIP

Changes or corrections made to the original ICA/AIP, after FAA acceptance of the documentation, will be submitted for FAA review and approval before the additions, deletions, or corrections, are implemented.

INDICATING CHANGES TO THE ICA/AIP

All changes will be noted in the description column of the Record of Revisions table. Changes on each applicable page will be annotated *by italicizing the changed text*.

WHY WE EXIST

I. HONOR

Our primary reason for being is to honor and support Vietnam vets, as they were too often dishonored when they came home. We want to give those vets an opportunity to reconnect with this iconic aircraft and at long last give them a chance to share their stories with each other and the world. We believe that those telling their stories and those hearing the stories benefit in many ways. PTSD symptoms are often reduced, families learn what their loved ones experienced (often for the first time), history is captured and recorded, respect is finally offered to those who served, and the veterans, their loved ones, and the public will get to experience what it felt like to ride this much beloved helicopter. We have a trauma therapist on staff who is herself a Vietnam vet to make sure that the veterans who visit us are given the safe and respectful place they need to process their emotions.

II. EDUCATE

Educate the public about how Huey helicopters and their crews served the grunts. Their only job was to serve the guys in the *bush*, and they were passionate, courageous, and creative in getting them whatever they needed. Probably the most important and lofty goal of our mission… Use the Huey *to* inform the public about the men who flew them, maintained *them,* and rode them into battle. It is essential that their valor is not forgotten! *We will* accomplish this objective by:

1. Locating former pilots and crewmen who actually flew our Huey, so that we can learn the history of the ship through their personal experiences.
2. Interviewing Vietnam Veterans at our ride events and recording their stories and experiences with the Huey helicopter. With consent, we will compile a written history of these stories for publication on our web site and develop a display that will travel with the Huey.

III. RESTORE

Restore this UH-1 aircraft to flight status to provide Vietnam Vets once more a safe ride home. We will restore the Huey to flying condition. She will be historically accurate with all equipment and components added during subsequent overhauls removed. We will have her painted with a dull olive drab base and the colors/nose art of the unit she served in. During the restoration process, we have discovered some patches and battle scars which have been photographed and documented. Those battle scars covered with ‘scab patches’ from the day will not be covered over. She will wear them with pride and honor.

HISTORY

From 1968 through 1970, UH-1H 66-16823 (Huey 823) flew with the 170th Assault Helicopter Company stationed in Pleiku and at Phu Bai and LZ Sally with C/101st Aviation Battalion, 101st Airborne, in the Republic of South Vietnam. Huey 823 accumulated over 1300 hours of combat flight time in Vietnam. From 1971 through 1975, Huey 823 served at Ft. Rucker, Alabama, the U.S. Army's Aviation Training Center. In 1976, Huey 823 started service with the Oklahoma Army National Guard and served until 1994 when the aircraft was decommissioned by the Government. From 1994 to 2011 Huey 823 was owned by the Texas State Technical College and in 2012 was sold to a private owner. Liberty War Bird Association acquired Huey 823 in April of 2015. Maintenance and restoration are being done by a crew of very experienced and well-trained military veterans. We gather every Saturday at our hangar at 500 Airport Road in Lititz, PA every Saturday. We carefully track our volunteers' time and efforts.

More information about our activities and our progress can be found at our website www.libertywarbirds.com and on our Facebook presence which you can access from our website.

LEADERSHIP

I. OFFICERS

President:	Michael P. Caimi:	610-764-7602
Vice President:	Alexis Lake:	717-682-3230

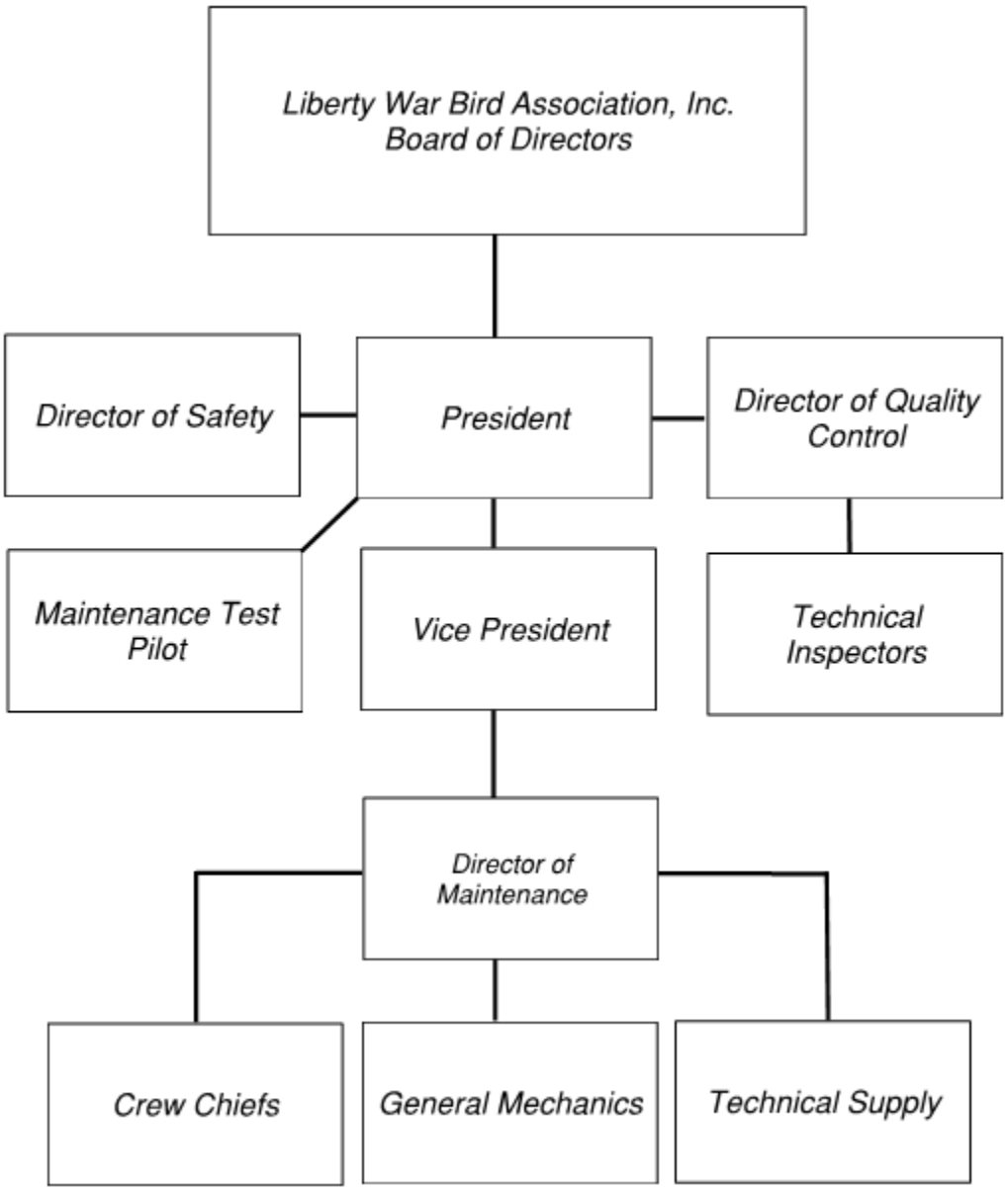
II. OPERATIONS

Director of Standards:	*Charles Schulze:*	*443-903-7293*
Director of Safety:	*Scott Grove:*	*717-415-7626*

III. MAINTENANCE

Director of Maintenance:	*Kevin Schnetzka:*	*717-683-3229*
Director of Quality Control:	*David Jones:*	*267-408-3453*

MAINTENANCE ORGANIZATION CHART



MAINTENANCE POLICIES

I. PURPOSE:

To prescribe Maintenance Policies and Procedures to be followed by Liberty War Bird Personnel authorized to perform maintenance on Liberty War Bird Aircraft.

II. SCOPE:

The Policies and Procedures outlined here are directive in nature and implement existing Department of the Army Regulations, Quality Assurance Publication(s), and FAA Directives.

III. OBJECTIVE:

To achieve maximum indoctrination and understanding by all personnel of the routine operational maintenance program for Liberty War Bird Association.

AIRCRAFT MAINTENANCE:

All aircraft maintenance and inspections will be done in accordance with military technical manuals. Time limits, *not covered by military technical manuals*, will be observed according to the appropriate aircraft, engine, or appliance manual. Updates to the aircraft, engine, or appliances will be maintained in accordance with those TMs or the instructions for continuing airworthiness that are incorporated as part of each update.

I. SCHEDULED MAINTENANCE

A. Preventive Maintenance Daily (PMD):
   1. PMD Inspections are visual inspections that include some operational checks.
   2. PMD Inspections are required after the last flight of the mission day or before the first flight of the next mission day.
   3. PMD inspections will be conducted IAW TM 55-1520-210-PMD

B. Preventive Maintenance Service (PMS):
   1. PMS Inspections are similar to PMD Inspections with the primary difference being the scope and the depth of inspection.
   2. PMS Inspections will be conducted every 25 hours IAW the appropriate manuals.

C. Phase Maintenance Inspection (PMI):
   1. A PMI is a thorough and searching examination of the aircraft and associated equipment which includes a SN verification of installed tracked components against the aircraft DA Form 2408-16/DA Form 2408-16-1.
   2. The six phase PMI will be completed every 900 hours with one phase to be done sequentially every 150 hours IAW TM 55-1520-210-PM

D. 12 Month Condition Inspection

INSTRUCTIONS OF CONTINUING AIRWORTHINESS (ICA)

Any Specific instructions for Continuing Airworthiness will be incorporated by reference in Appendix *E* as revised.

I. DESCRIPTION

Instructions for Continued Airworthiness (ICA)
Approved Inspection Program (AIP)
Airworthiness Limitations

The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under Secs. 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

I. Inspection program for the UH-1H SN 66-16823 based in Lancaster, PA KLNS established under the requirements of FAR 91.409(f)(4).

II. The Director of Maintenance (DOM) shall be responsible for all maintenance of the above said aircraft.

III. Maintenance Schedule:

a. Pre-flight Inspection – A preflight inspection will be accomplished in accordance with the *Operator's* Manual and to be accomplished by a rated pilot of the aircraft who is to act as PIC for the intended flight, or an FAA-certified mechanic familiar with the aircraft.

b. All Inspections – The inspections are to be accomplished as indicated by the inspection intervals as published in TM 551520-210-PMD, and TM 55-1520-210-PM and other appropriate tech manuals. That is the PMD *is due at the end of each mission day or* before *the next* flight of the *next mission* day and the PM after each 150 hours as contained in this FAA Approved Inspection Program.

c. Logbook Entries – After each performance of an inspection under this FAA Approved Inspection Program, an entry shall be made in the Aircraft's logbook as follows: "This is to certify that a_____ inspection has been accomplished in accordance with the aircraft's Approved Inspection Program under FAR Part 91.409(f) (4) and this aircraft is found to be in a condition safe for flight."

i. The 12 Month Annual Condition Inspection shall be signed be a person certified in accordance with 14 CFR part 65, holding the appropriate FAA Certification.

d. Inspection Records – Copies of the inspection records shall be kept in the Aircraft historical records.

e. Discrepancies – All discrepancies *noted*, and corrective actions taken during any inspection or flight will be entered on Aircraft inspection and maintenance record. All discrepancies affecting the integrity or airworthiness of the aircraft must be resolved before the aircraft is returned to service.

f. Away from Station – If the aircraft is to be away from its home base at the time an inspection is due, a copy of this AIP, all of its required forms, and electronic versions of Tech Manuals will accompany the aircraft. The detailed inspection will be conducted or supervised by an appropriately rated *LWBA approved* mechanic.

g. Standards – All inspections shall be accomplished in accordance with the performance standards set forth in operation limitations as well as any reference manuals.

h. Airworthiness Directives – All Airworthiness Directives to be complied with must be complied with within the time frames specified by the AD. All work related to AD compliance must be noted in the aircraft's logs and records.

i. Functional *Check* Flight Requirements – A functional check flight of the aircraft must occur whenever required by the TM, a) any changes have been made which might appreciably change the flight characteristics of the aircraft, b) after the replacement of any major flight control surface, c) following an engine change or d.) following a major modification or overhaul of any of the aircraft's components.

j. Changes – No changes will be made to the Inspection Program without FAA approval. It will be the duty of the Director of Maintenance to send the changes, along with the manual, to the FAA for revision approval. When approved and returned, all copies of the Inspection Program will be amended, and the date of the amendment will be entered on the revision log and initialed by the Maintenance Supervisor. The inspections will be filled out as required by this program.

k. Airworthiness Return to Service- Any reference to Commander, Technical Inspector, Test Pilot, Production Officer or person on red X orders, in the Army Technical Manuals (TMs) is void and the terms "Any person certified under 14 CFR part 65".

II. CLARIFICATION ON MAINTENANCE INTERVAL WINDOW

To allow the operator to complete the required flight mission and to maintain the maintenance schedule, this ICA/AIP will adopt the U.S. Army's inspection window of plus or minus ten percent (10%) with the following restrictions: not to exceed five (5) flight hours or 30 calendar days unless stipulated in the technical manual. The tolerance inspection window will not be used to adjust the due time of the following: PMI, PMS, re-torque requirements *or weight and balance*.

Inspections that are accomplished within the window of plus or minus 10 percent have not exceeded the maintenance action intervals. The tolerance window is a tool to be used to align the inspection with other maintenance actions but should not be used just to extend the schedule due date. To further clarify the maintenance interval the following publications and forms are utilized - TM 55-1520-210-23 series, *TM 1-1500-328-23* and Form 2408-13, 13-1, and -18.

TM 55-1520-210-23-1 Chapter 1 contains the following inspections and intervals:

a. Inspections based on aircraft time.
   i. 12.5 hrs. Engine oil sample
   ii. 25 hrs. oil samples and lubes per 2408-18
   iii. 50 hrs. inspections and lubes per 2408-18
   iv. 75 hrs. inspections and lubes per 2408-18
   v. 300 Hr. inspections per 2408-18
   vi. 600 Hr. inspections per 2408-18
   vii. 900 Hr. inspection per 2408-18
   viii. 1200 Hr. Inspection per 2408-18
   ix. Before first flight of the day

b. Inspections based on calendar date:
   i. Every 90 days
   ii. Every 120 days
   iii. Every 6 months
   iv. Every 12 months
   v. Every 24 months
   vi. Every 48 months

III. MAINTENANCE INTERVAL TRACKING AS PER 2408-18

INSP #	ITEM TO BE INSPECTED	REFERENCE	FREQUENCY
1	ENGINE OIL SAMPLE	TB 43-0106	12.5H
2	TRANSMISSION OIL SAMPLE	TB 43-0106	25H
3	42° GEARBOX OIL SAMPLE	TB 43-0106	25H
4	90° GEARBOX OIL SAMPLE	TB 43-0106	25H
5	HYDRAULIC OIL SAMPLE	TB 43-0106	25H
6	LUBE ACFT IAW LUBE CHART	TM 55-1520-210-23	25H
7	REVIEW 2408—16 TIME CHANGE ITEMS	LWBA DIRECTIVE	25H
8	HIT TREND LOG POSTING	TM 55-2840-229-23	25H
9	VISUAL INSPECTION LIFT LINK & ATTACHING FITTINGS	TM 55-1520-210-23	50H
10	CLEAN AND INSPECT. MAIN AND TAIL ROTOR BLADES	TM 55-1520-210-23	50H *OR 30 DAYS*
11	LUBE MAIN ROTOR GREASE HUB MIL G 81322	TM 55-1520-210-23	50H
12	INSPECT AND CLEAN XMSN INT OIL FILTER	TM 55-1520-210-23	75H
13	INSPECT AND CLEAN XMSN CHIP DETECTOR	TM 55-1520-210-23	75H
14	42° GEARBOX FLUSH & OIL CHANGE	TM 55-1520-210-23	75H
15	90° GEARBOX FLUSH & OIL CHANGE	TM 55-1520-210-23	75H
16	*90 DAY WEIGHT AND BALANCE REVIEW*	*TM 55-1500-342-23*	*90 DAYS*
17	CHECK SOLID STATE VOLTAGE REGULATOR ADJUSTMENT (VRC)	TM 55-1520-210-23	75H OR 120 DAYS
18	CHECK PLAY OF SLOPPY LINK ON ALL THREE SERVOS	TM 55-1520-210-23	300H
19	INSPECT AND LUBRICATE TAIL ROTOR DRIVE SHAFT FLEX COUPLINGS	TM 55-1520-210-23	600H OR 12 MONTHS
20	INSPECT TAIL ROTOR HANGER BEARINGS	TM 55-1520-210-23	600H OR 12 MONTHS
21	HOT END INSPECTION ON T53-L13B ENGINE PN 1-000-060-22	TM 55-2840-229023 OR CIVILIAN EQUIVALENT	1200H
22	INSPECT MAIN ROTOR BLADE FOR SECURE BALLAST WEIGHT	TM 55-1520-210-23	600H

23	DRAIN AND REFILL ENGINE OIL TANK AND COOLER WITH 23699	TM 55-1520-210-23	900H
24	DRAIN AND REFILL XMSN OIL AND COOLER WITH 23699	TM 55-1520-210-23	900H
25	CLEAN AND INSPECT XMSN OIL PUMP SCREEN	TM 55-1520-210-23	900H
26	INSPECT HOLES IN ADAPTER STUDS & BASE OF 90° GEARBOX	TM 55-1520-210-23	1200H OR 24 MONTHS
27	ELEVATOR HORN FOR CORROSION, FRETTING, & OVERALL CONDITION	TM 55-1520-210-23	*3600H*
28	INSPECTION & WEIGHT CHECK OF FIRE EXTINGUISHER	TM 1-1500-204-25/1	6M
29	*CHART A INVENTORY*	*TM 55-1500-342-23*	*12M*
30	FIRE DETECTION SYSTEM FOR CORRECT OPERATION AND FIRE DETECTION LOOPS FOR PROPER GROUND	*TM 55-1520-210-23*	12M
31	BLEED AIR HEATER ELECTRICAL OPERATIONS CHECK	TM 55-1520-210-23	12 M
32	INSPECT MAG COMPASS FOR CONDITION AND CALIBRATION	TM 1-1500-204-25/1	12M
33	INSPECT REMOTE INDICATOR COMPASS FOR CALIBRATION	TM 1-1500-204-25/1	12M
34	OAT GAUGE INSPECTION	TM 1-1500-204-25/1	12M
35	*INSPECT THE DROOP COMPENSATOR*	*TM 55-1520-210-23*	*12M*
36	CHECK PITOT STATIC SYSTEM AND INSTRUMENTS	TM 1-1500-204-25/1	24M
37	*AIRCRAFT WEIGHING*	*TM 55-1500-342-23*	*24M*

IV. ADDITIONAL INSPECTIONS TRACKED BY THE US ARMY

INSPECTION	INTERVAL
Aircraft Run-up	14 days

D. Special Inspections

The special inspection contains the complete requirements for all components to be inspected at required intervals for maintenance of this helicopter.

Definition and General Information — special Inspection. This section supplements the scheduled inspections as outlined in the Preventive Maintenance Daily Inspection Checklist, TM 55-1520-210-PMD and Phased Maintenance Checklist, TM 55-1520-210-PM. This section also includes inspection of items which are required to be inspected at intervals not compatible with airframe operating time or airframe inspection intervals. Areas of inspection are shown on figure 1-14. in TM 1520-210-23-1 Refer to DA PAM 738-751 for applicable forms, records, and worksheets required for these inspection intervals.

Routine inspection items are:

a. An inspection which is contingent upon specific conditions or incidents that arise, and only because of these conditions or incidents, immediate inspection is required to ensure safe flight, Typical of these conditions are hard landings, over speed, and sudden stoppage. Detail information relative to an accident or incident should be provided with a component removed for conditional inspection to assist in evaluation of the component.
b. Inspection of components or airframe on a calendar basis: first aid kits, weight and balance check, aircraft inventory, etc.

c. Refer to DA PAM 738-751 for applicable forms, records, and worksheets.

Special Inspections included in TM 55-1520-210-23-1:

01. After a hard landing
02. Sudden stoppage-main rotor blade strike
03. Sudden stoppage-tail rotor blade strike
04. Sudden stoppage- internal failure of drive train component
05. Sudden stoppage- compressor stall
06. Mast bumping
07. After wire strike
08. After lower WSPS ground contact
09. After main rotor over speed
10. After over torque
11. Lightning strike inspection
12. After aircraft is flown into area with blowing sand and/or loose grass environment.
13. After engine over temperature
14. Engine oil *over* temperature
15. Engine over speed limits exceeded
16. Engine post installation inspection
17. Engine dropped during handling
18. After emergency fuel has been used
19. After a hard landing
20. Every 12 months
    a. Mag compass check and calibration
    b. RMI for calibration
    c. Bleed air overheat switch.
    d. Heater muff system
21. 12 months or nearest scheduled inspection
    a. Inspect and test OAT/FAT gauge
    b. Inspect hanger bearings.
22. Every 24 months or nearest scheduled inspection
    a. Pitot static test
23. After the helicopter has been subject to saltwater spray
24. Every 25 hours
    a. Inspect silent chain use 3X glass.
    b. Visually inspect main rotor blades for debonding of the leading-edge strip and the trim tab
25. 5-10 hours after tail rotor adjustment/installation/rigging
    a. Tension check

26. Every 100 hours or 120 calendar days
    a. Check Voltage regulator settings
27. Every 50 hours or 30 days whichever occurs first
    a. Clean main rotor blades
    b. Clean tail rotor blades
28. Every 50 hours
    a. Visually inspect lift link
29. Every 6 months
    a. Weight check fire extinguisher
    b. Inspect ground strap for refueling connection
30. Every 300 hours
    a. Perform a play check between Hydraulic servo (sloppy link) on all three servos
31. After exposure to water, ice, or snow
    a. Remove pylon access panels and wipe water from structural members. Wipe water off engine deck
32. After the helicopter has been parked or operated in rain, ice, or heavy snow
33. After installation of main rotor hub
34. After transmission oil over temp.
35. After complete loss of transmission oil
36. After installation of static stop plate assembly
37. After installation of tail rotor
38. After installation of tail boom
39. After SOAP notification of high metal/sludge in the *any* gearbox.
40. Every 12.5 hours engine oil spectrometric oil analysis.
41. Every 25 hours engine oil, hydraulic system, *42-degree* gearbox, *90-degree* gearbox *and transmission*, perform spectrometric oil analysis
42. Every 24 months weigh aircraft
43. Every 600 hours or annually, whichever occurs first, accomplish the following:
    a. Lubricate tail rotor drive shaft flexible couplings
    b. Check splines
    c. Check flexible coupling
    d. Inspect all tail rotor drive shaft bearings

44. Every 600 hours check magnetic and remote compass and check main tor blade ballast weight.
45. Every 75 hours remove and check transmission oil filter and chip detector
46. Every *900* hours or each time the engine is replaced drain and change engine oil.
47. *Every 900 hours, replace and change the transmission oil.*
48. Every 12 months inspect the droop compensator
49. Every 12 months or anytime a fire sensor is installed ops check system
50. Every 3600 hours check elevator horn for corrosion
51. Every 1200 hours hot section inspection
52. Every 1200 hours or 24 months inspect *90-degree* gearbox for corrosion

V. COMPONENTS WITH TIME LIMITS

NOMENCLATURE	PN	LIFE
ELEVATOR HORN ASSY	205-001-914-25	4800
RH ELEVATOR	205-030-856-21	3600
T/R YOKE	204-011-722-005	1500
T/R Grip Assy.	205-011-711-101	2500
T/R Blade Assy.	204-011-702-15	1200
Slider	204-010-720-3	3600
Oil Cooler Bearing	P203NPPFS50160	450
L/H Synch Elevator	205-030-856-19	3600
Hanger Bearing	204-040-623-5	100
Main Rotor Hub	204-012-101-141	1200
Support Assy.	204-011-208-101	5000
Mast Assy.	204-040-366-015	1500
Swashplate Assy.	204-011-400-11	1200
Scissors & Sleeve Assy.	204-011-401-11	1200
Transmission	204-040-016-5	2000
Lever, Collective	212-010-403-005	4800
Engine	1-000-060-22	5000
ENGINE HOT SECTION INSPECTION		1200
Rotating Bolts (kit)	204-1629-2	600
Stabilizer Bar Frame	204-011-307-1	1500
M/R Mast	204-011-450-105	1500
M/R Mast Bearing	204-040-136-001	1500
Transmission input quill	205-040-263-111	1500
MRB	*204-011-250-113*	*2500*

Subassembly time change component are listed on the component and subcomponent DA Form 2408-16.

VI. UNSCHEDULED MAINTENANCE.

A. An unscheduled maintenance requirement occurs when an aircraft experiences an unexpected malfunction or premature component breakdown.
B. *DOM* prioritizes, coordinates, manages, and tracks unscheduled repairs.

VII. CORROSION CONTROL PHILOSOPHY

A. LWBA will inspect for corrosion during every scheduled and unscheduled maintenance task.

B. Identified areas of corrosion will be addressed immediately or a plan to address that corrosion will be developed IAW with the principles found in AC 43.*4B and TM 1 1500-344-23 series*. That plan must be approved by the Director of Maintenance.

VIII. AIRCRAFT COMPONENT REMOVAL.

A. When an aircraft system, subsystem, or component is found unserviceable, organization maintenance personnel follow established guidelines and prescribed aircraft TMs when removing unserviceable components.
B. Maintenance personnel will not remove a component without approval from the DOQC or, in their absence, any TI.
C. Maintenance actions include coordination for DOQC assistance and oversight when maintenance personnel remove an unserviceable aircraft component.
D. In addition to generating associated maintenance work requests to remove unserviceable aircraft components, maintenance personnel coordinates with the technical supply to procure a serviceable replacement component.

IX. MAINTENANCE OPERATIONAL CHECK (MOC).

A. Maintenance checks accomplished on the ground through engine run-up, aircraft taxiing, or use of auxiliary power or test equipment, to simulate conditions under which the system is to operate
B. MOCs that require engine run-up to check aircraft systems or component operation must be performed by qualified personnel.
C. When satisfied with the functional operation of the aircraft, system or component, the accomplishment of the MOC will be documented on appropriate forms and records per DA Pamphlet 738-751.
D. MOCs that require the reading and interpretation of any aircraft instrument or engine/flight control response while the engine(s) are running, will be signed off by the operator.

E. MOCs that require engine run-up to check the operation of cockpit related items such as fluid leaks, chaffing or sparking, will be signed off by the person that verified proper operation of the item or system.
F. The person that accomplished the MOC will sign off a MOC that does not require an engine run-up.
G. If an aircraft is out of service more than 14 days, a run up IAW the aircraft operator's manual is strongly recommended.

X. MAINTENANCE TEST FLIGHTS

A. A flight for which the primary purpose is to determine the airworthiness of the aircraft.
B. The airframe, flight controls, power plant, systems accessories and items of equipment are functioning according to predetermined specifications during flight.
C. Maintenance test flights are classified as General Test Flights and Limited Test Flights.
D. A test flight is conducted anytime a flight control component is removed, reinstalled and adjustments are made.
E. A test flight is conducted anytime an aircraft system or component has been disturbed or if there is any doubt about the airworthiness of the aircraft.
F. Maintenance Test Flights are conducted in accordance with *AR 95-1, DAPAM 738-751*, TM 1-1500-328-23 and the maintenance test flight manual TM 55-1520-242-MTF.

XI. FUNCTIONAL FLIGHT TEST:

A. A check made by any rated aviator on equipment that does not compromise safety of flight.
B. Functional flight checks may be used for equipment/systems components replacement/repair that does not deem the aircraft unsafe for flight, challenge the airworthiness of the aircraft, or for component troubleshooting that does not require a test flight IAW the requirements found in applicable aircraft maintenance manuals.

ROLES AND RESPONSIBILITIES:

I. DIRECTOR OF MAINTENANCE (DOM):

A. *The Director of Maintenance (DOM) is appointed by the President and reports directly to the Vice President.*

B. The DOM is the primary adviser on the aviation maintenance program. He or she is the named responsible person for the maintenance of Liberty War Bird's Aircraft.

C. This person must *possess aviation maintenance experience commensurate with a supervisory position. Examples include U.S. Army military occupational specialty 67N (15M), 67Y (15R), FAA mechanic airframe and power plant certification or FAA inspector authorization.* Copies of the following records shall be verified and maintained file at LWBA:
   1. Military training records and DD214 when appropriate
   2. Appropriate civilian training records
   3. Driver's License
   4. Signed Volunteer agreement and liability waiver
   5. PID number

D. Must have documentation on aircraft maintenance experience reviewed by the president of LWBA, The Director of Quality Control (DOQC), and the lead Crew Chief prior to working on this helicopter. Must be familiar with publications used in LWA maintenance processes. Will be responsible for tool control from the LWA toolbox

E. In concert with the Quality Control the DOM recommends actions and forecasts future capabilities based on the existing maintenance posture.

F. The DOM coordinates maintenance actions based on operational necessities and consultation with aviation maintenance personnel and reviews the daily status of aircraft in the organization.

G. The DOM is normally responsible for the following:
   1. Provides advice on aviation maintenance and sustainment issues.
   2. Assists in resolving aircraft maintenance standardization issues.
   3. Attends the safety and standardization meeting.
   4. Supports internal safety evaluations.

5. Releases aircraft for flight after major repairs or inspections performed by maintenance personnel, *except the 12 Month Aircraft Condition Inspection*.
6. Authorizes outside maintenance of approved vendors, as required.
7. The DOM can delegate all tasks except those requiring a signature for approval to return to flight status after major repairs, or inspections.

II. DIRECTOR OF QUALITY CONTROL (DOQC):

A. *The Director of Quality Control is appointed by and reports directly to the President.*
B. The DOQC is selected based on knowledge, skills, qualifications, and experience.
C. It is preferred that the DOQC is a graduate of *an* aviation maintenance course.
D. The DOQC is responsible for the internal management of the *quality control* section, to include quality assurance of all work performed by Technical Inspectors (TI).
E. The DOQC coordinates priority of work with *the DOM*.
F. The DOQC is authorized to sign off all squawks and inspections.
G. Should have experience running a Quality Assurance Shop.
H. Must have a PID assigned.
I. Is responsible for all TIs in the organization.
J. *Ensures that* any required training for TI's, *Crew Chief* (CE)'s and volunteers *is competed*.
K. Responsible for all *documents* and forms used *by* LWBA maintenance.
L. Reviews all Airworthiness Directives *for applicability*.
M. Maintains forms, *records*, and maintenance publications.
N. Retains authority on RED X and Circled RED X clearing.
O. Must be familiar with publications used in LWBA maintenance processes.
P. Copies of the following records shall be verified and maintained on file at LWBA:
    1. Military training records and DD214 when appropriate
    2. Appropriate civilian training records
    3. TI Orders signed by the president of the organization.
    4. Driver's license
    5. Signed volunteer agreement

6. PID

III. TECHNICAL INSPECTORS (TIs)

A. TIs are selected and placed on orders, by the President based on skills, qualifications, and experience.
B. It is preferred that the TI is a graduate of an aviation maintenance course.
C. TI's report directly to the DOQC.
D. TIs are LWBA designated representatives in aircraft Safety of Flight areas and responsible for:
    1. Maintaining the aircraft in a condition for safe flight.
    2. Component inspections.
    3. Maintaining the master reference library.
    4. Reviewing publications, forms, and records for currency and accuracy.
    5. Ensuring all performed maintenance procedures comply with TMs and applicable references.
E. TI's are authorized to sign off repairs and inspections, *except the 12 Month Aircraft Condition Inspection*.
F. Must have documentation and credentials reviewed by President and DOQC.
G. Must have PID assigned.
H. Must be proficient in technical manuals, procedures and tools used at LWBA.
I. Responsible for proper documentation of maintenance performed by LWBA personnel.
J. Responsible for reviewing work performed by CE's and volunteers.
K. Responsible for all paperwork required for maintenance records keeping at LWBA.
L. Responsible to sign-off RED X and Circled RED X conditions when required.
M. Copies of the following records shall be verified and maintained on file at LWBA:
    1. Military training records and DD-214 when appropriate
    2. Appropriate civilian training records
    3. TI Orders signed by the president of the organization.
    4. Driver's license
    5. Signed volunteer agreement
    6. PID

IV. GENERAL MECHANICS.

A. General Mechanic Personnel are responsible to the *DOM* in support of general maintenance performed on assigned aircraft.
B. It is preferred that General Mechanics be a graduate of an aviation maintenance course, but not a requirement.
C. Must have documentation on aircraft maintenance experience reviewed by DOM *and DOQC* prior to working on helicopter.
D. Must have a Personal Identification Number (PID).
E. Must be familiar with publications used in LWA maintenance processes.
F. Is responsible for tool control from the LWA *toolbox*.
G. Copies of the following records shall be verified and maintained on file at LWBA:
    a. Military training records, certificates, and DD214 when appropriate
    b. Appropriate civilian training records. Licenses, and certificates.
    c. Driver's license
    d. Signed volunteer agreement
    e. PID

NOTE: General Mechanics with no aviation maintenance experience must be supervised at all times when performing aircraft maintenance.

V. CREW CHIEF(*CE*):

A. *CE's* have overall responsibility for the general maintenance condition of the aircraft they are assigned to maintain
B. CEs are selected by their maturity, *judgement*, and maintenance knowledge.
C. It is preferred that *CEs* be a graduate of an aviation maintenance course.
D. Selected *CE's should* have successfully completed the Liberty War Bird Crew Coordination Training Program.
E. Crew Chiefs are responsible to the DOM.
F. Must have credentials and documentation reviewed by *DOM* and *DOQC*.
G. Must have a PID assigned.
H. Must be proficient in all publications used for maintenance of LWBA assets.

I. Copies of the following records shall be verified and maintained on file at LWBA:
    a. Military training records and DD214 when appropriate
    b. Appropriate civilian training records
    c. Driver's license
    d. Signed volunteer agreement
    e. PID

VI. MAINTENANCE TEST PILOT (MTP):

A. The Maintenance Test Pilot is appointed by and reports directly to the President.

B. Maintenance Test Pilots (MTP) are responsible for conducting Maintenance Test Flights to determine that the aircraft *is in a condition for safe flight in accordance with (IAW) TM 1-1500-328-23*.

C. The MTP is selected based on their Aviation Maintenance Knowledge and Flight Experience.

D. The MTP should have successfully completed the Liberty War Bird Crew Coordination Training Program.

E. The MTP will hold at least an FAA commercial pilot certification with a rotorcraft-helicopter rating.

VII. TECHNICAL (TECH) SUPPLY:

A. Tech supply is appointed by and reports directly to the DOM.

B. Tech supply management involves identifying, procuring, and maintaining the minimum assets required to meet operational requirements

C. Tech supply personnel require a working knowledge and understanding of supply publications.

D. Tech Supply issues *and parts acquisition* are coordinated by *the DOM.*

E. Tech Supply shall receive, inventory, store and issue parts and special tools.

EQUIPMENT:

I. TOOLS:

A. Only Tools authorized by the DOM will be used on the Organization's aircraft.
B. Tools will be inventoried before any maintenance is conducted and re-inventoried at the completion of said maintenance.
C. A tool inventory will be conducted and recorded *at the beginning and end of every workday.*
D. Any time a tool is determined missing or broken the mechanic will immediately inform the DOM.
E. The aircraft will be grounded and remain grounded until the missing tool or broken piece is found or "signed off" by the *President.*
F. A log to track missing or broken tools *shall* be established.
G. Tools and work areas are cleaned and maintained prior to departure from the work area or at the end of the maintenance workday.

II. TOOLBOX:

A. A toolbox has been assigned to Huey 823.
B. The Aircraft Toolbox is the responsibility of the assigned Crew Chief for the day's mission.
C. The Aircraft Toolbox will be inventoried before any maintenance is conducted and re-inventoried at the completion of said maintenance.
D. Any time a tool is determined missing or broken on an aircraft, the *CE* will immediately inform the *DOM*.
E. The aircraft will be grounded and remain grounded until the missing tool or broken piece is found or "signed off" by the *President*.

TRAINING:

I.TECHNICAL INSPECTOR (TI)

A. It is preferred that the TI be a graduate of an aviation maintenance course.
B. Individuals selected to be TI's must complete a TI training program.
C. An individual training folder will be maintained, and all training must be documented.
D. TI trainers are limited to the QC, current TI's and MTPs.

II. GENERAL MAINTENANCE PERSONNEL:

A. It is preferred that General Maintenance Personnel be graduates of an aviation maintenance course, but not required.
B. Untrained Maintenance Personnel must be supervised during all aspects of Aircraft Maintenance Procedures.
C. General Maintenance Personnel trainers should be graduates of an aviation maintenance course.
D. General Maintenance Personnel Trainers should be selected based on their knowledge of aircraft maintenance.
E. Personnel selected to perform General Mechanic's duties must complete an aircraft maintenance training program and pass a General Mechanic's evaluation given by QC personnel.
F. The evaluation must be both written and practical.
G. An individual training folder will be maintained, and all training must be documented.

III. CREW CHIEFS:

A. Crew Chiefs are selected based on their Aviation Maintenance Experience.
B. It is preferred that Crew Chiefs be graduates of an aviation maintenance course, but not required.
C. Aircraft Mechanics selected to perform Crew Chief duties must complete a Crew Chief training program and pass a Crew Chief evaluation.
D. Crew Chief evaluations will be IAW TC 1-211.
E. An individual training folder will be maintained, and all training must be documented.

IV. MAINTENANCE TEST PILOTS (MTP):

A. MTPs are selected based on their Aviation Maintenance Knowledge and Flight Experience.
B. It is preferred that Pilots selected as MTP's be graduates of an aviation maintenance course, but not required.
C. All UH-1 Qualified Pilots may be selected as UH-1 Maintenance Test Pilots.

D. Pilots selected to perform Maintenance Test Flights must complete an MTP training program and pass an MTP Flight Evaluation given by a qualified MTP Evaluator
E. MTP training must be conducted by an MTP trainer/evaluator.
F. MTP evaluations will be IAW TC 1-211.
G. An individual training folder will be maintained, and all training must be documented.

V. TRAINERS:

A. Trainers are selected for their knowledge and experience in the areas in which they are to train.
B. Trainers must meet the requirements per TC 1-211.

VI. EVALUATORS:

A. Evaluators are selected for their knowledge and experience.
B. Evaluators must meet the requirements per TC 1-211.

VII. CONTINUATION TRAINING:

An ongoing training program for all aircraft personnel IAW the organization's training policies and procedures and applicable training manuals.

VIII. WAIVER AUTHORITY:

A. All Aircraft Maintenance Procedures will be IAW applicable maintenance manuals and regulations.
B. The Waiver Authority for this Policy *will be requested via Special Flight Permit (SFP) by the FSDO geographically responsible for the area in which the flight is to originate*.
    a. Waivers will be accompanied by a logbook entry authorizing one-time flight.

PROCEDURES

I. FORMS

A. 2408 SERIES OF FORMS
   Samples of each of the following forms are included in the Appendix A.
   a. 2408-5 Equipment modification record.
   b. 2408-12 Army aviator's flight record.
   c. 2408-13 Aircraft status information record.
   d. 2408-13-1 Aircraft inspection and maintenance record.
   e. 2408-13-2 Related maintenance actions
   f. 2408-13-3 Aircraft technical inspection worksheet
   g. 2408-14-1 Uncorrected fault record (aircraft)
   h. 2408-15 Historical record for aircraft.
   i. 2408-16 Aircraft component historical record.
   j. 2408-17 Aircraft inventory record.
   k. 2408-18 Equipment inspection list.
   l. 2408-20 Oil analysis log.
   m. 2408 Equipment Log Assembly Records

B. DA Form 2410 Component Removal / Repair / Install / Gain / Loss Record

C. 365 SERIES OF FORMS
   a. DD Form 365-1 Chart A Basic Weight Check List Record
   b. DD Form 365-2 Aircraft Weighing Record
   c. DD Form 365-3
   d. DD Form 365-4

D. DD-1574 Serviceable tag (Yellow).
E. DD-1577 Unserviceable condemned (Red).
F. DD-1577-2 Unserviceable repairable (Green).

LWBA will maintain this aircraft in accordance with all appropriate US Army maintenance, inspection, and parts manuals as revised and as applicable.

LWBA will follow US Army procedures for phase inspections which consists of phase one through six with each phase to be accomplished 150 hours after the previous phase.

All items that require inspection or maintenance other than the phase inspections will be tracked separately on the aircraft historical record (2408 series of forms). See Appendix A for sample forms

II. TECHNICAL MANUALS (TMs)

The following Technical Manuals (TMs) are part of LWBA's tech library and are included as revised by reference as part of this AIP. They are also available electronically.

TM 55-1520 210-PMD:
As revised, will be used to perform basic maintenance after the completion of each flight

TM 55-1520-210-PM:

As revised, will be used for Phased Maintenance Inspection Criteria

TM 55-1520-210-23-1, -2, -3:

As revised, will be used for routine aircraft maintenance.

TM 55-1520-210-23P-1, -2, -3:

As revised, will be used for aircraft part identification

TM 55-2840-229-23-1 and -2:

As revised, will be used for Turbine Engine Maintenance

TM 55-1520-260-23P:

As revised will be used for engine part identification

Additional information to be kept as current will be part of the LWBA tech library and are included by reference to be part of this AIP.

III. OTHER DOCUMENTS

Aircraft AD Notes Log

LWBA will comply with all AD notes that apply to UH-1, 66-16823 and any associated components. LWBA will keep track of all AD notes of interest and what, if any, actions are required. Aircraft AD Note log is attached as Appendix (B).

Engine AD Notes Log

LWBA will comply with all AD notes that apply to UH-1, 66-16823 and any associated components. LWBA will keep track of all AD notes of interest and what, if any, actions are required. Engine AD Note log is attached as Appendix (C).

Accessory AD Notes

LWBA will comply with all AD notes that apply to UH-1, 66-16823 and any associated components. LWBA will keep track of all AD notes of interest and what, if any actions should be taken. Accessory AD Note log is attached as Appendix (D).

Safety of Flight (SOF) Log

LWBA will comply with all SOF notes that apply to UH-1, 66-16823 and any associated components. *Associated AD notes will take precedence over SOF notes.*

Aviation Safety Action Message (ASAM) Log

LWBA will comply with all ASAM notes that apply to UH-1, 66-16823 and any associated components. *Associated AD notes will take precedence over ASAM notes.*

Aviation Maintenance Action Message (AMAM) Log

LWBA will comply with all AMAM notes that apply to UH-1, 66-16823 and any associated components. *Associated AD notes will take precedence over AMAM notes.*

Maintenance Information Message (MIM) Log

LWBA will comply with all MIM notes that apply to UH-1, 66-16823 and any associated components. *Associated AD notes will take precedence over MIM notes.*

Instructions for Continuing Airworthiness (ICA)

A. Tail boom ICA as revised
B. Tail Boom ICA is attached as *Appendix (E)*
C. Future ICA as received and revised

SUPPLY SYSTEM

1. All parts for ordering will be written on Supply Cards with data complete as required on the card
2. ALL order cards are reviewed by *DOM* and *DOQC* before submission
3. Cards (See sample in Appendix Q) are turned over to *Tech Supply* at the end of the business day
4. Request for Quote (RFQ) submitted by *Tech Supply*
5. Best Value RFQ is accepted when funds permit
6. Parts are ordered and recorded in “Air Table” Supply Document
7. Parts arriving at LWBA are opened and inspected by Supply Clerk and either a TI, *DOQC*, or DOM
8. Parts are then assigned location in parts storage cabinet or shelf
9. Parts are pulled by TI or *DOQC* and documented as USED on Supply Cards, then distributed to authorized mechanic performing task
10. Any unused parts are documented and placed back in the storage location on card.
11. See Appendix E for sample Inventory card

FLIGHT RECORDS

1. DA Form 2408-12 will be used to record any flight data and crew assigned to flight
2. DA Form 2408-13 will be updated and replaced at the time of a PMD (Daily) inspection by the assigned CE
3. DA Forms 2408-13-1 and -13-2 will be updated and replaced at the conclusion of the PMD
4. DA Form 2408-13-3 will be used for PMD maintenance extension worksheets as per 738-*751*

5. ALL completed DA Forms 2408-12, 13, 13-1, 13-2 and 13-3 for flight close out will be considered a FLIGHT PACKET and turned over the *DOQC* for review and file.
6. New Flight packet MUST be prepared and reviewed prior to next day's flight activity
7. DA Form 2408-14-1 (Deferred maintenance or inspections) will be updated as required
8. DA Form 2408-18 MUST be reviewed after each flight to check for next inspection or maintenance procedure date
9. NEXT INSPECTION DUE date/time to be transferred to DA Form 2408-13 and 13-1
10. Flight packets will be maintained for the life of each aircraft at LWBA, separated by month.

FORMS AND RECORDS:

Entering accurate and descriptive data on all forms and records ensures that the Liberty War Bird Association will have a safe and airworthy aircraft.

Personnel at all levels of maintenance have an equal stake in maintaining accurate aircraft maintenance forms and records.

DOQC and TIs ensure that aircraft maintenance forms and records comply with applicable publications and regulations.

DOQC personnel have direct oversight for the accuracy of entries made on all corresponding aircraft forms and records.

Paperwork will be maintained I/A/W Army DA Pam 738-751 as revised. See this manual for specific questions about the following forms.

Pilots will use TM-55-1520 210-10, as revised, for flight information and instructions.

DA Form 2408

Purpose of the DA Form 2408.

DA Form 2408 (Equipment Log Assembly (Records)) provides a reference for operational, mission, duty, flight condition symbols, aircraft status symbols, and maintenance codes to be used on DA Form 2408–12, DA Form 2408–13, DA Form 2408–13–1, DA Form 2408–13–2, DA Form 2408–13–3, and other related maintenance forms (see chaps 2, 3, and 5).

Note. Flying duty, mission, and flight condition symbols are also listed in AR 95–1 for aircraft.

Use:

Provide information to assist aircrew and maintenance personnel on filling out logbook, maintenance, and historical forms, records, and files. The information in AR 95–1 or AR 95–23 takes precedence over this pamphlet when there is a conflict.

Disposition.

This form is a permanent part of the logbook. When soiled or damaged replace it with a new one.

DA Form 2408–5

Purpose of DA Form 2408–5.

DA Form 2408–5 (Equipment Modification Record) records the requirement for and the application of all authorized DA modifications and software version changes to the aircraft.

Use:

A permanent record to document all modifications and software version changes for aircraft.

DA Form 2408–12 (Army Aviator's Flight Record)

Purpose of DA Form 2408–12
DA Form 2408–12 provides a record of flight operations and limited maintenance information.

Use:
This form is used for aircraft, to record:

1. Aircrew personnel data, aircraft flying time, duty symbols, and type of flight accomplished by the pilot and crew.
2. HIT check deviations for installed engines.
3. Operating hours and number of starts for designated APUs.
4. NA
5. NA
6. Internal and external loads.
7. Servicing data for aircraft.
8. NA
9. Landings (standard and autorotations).
10. NA

DA Form 2408–13

Purpose:
DA Form 2408–13 (Aircraft Status Information Record) provides a record of aircraft and aviation associated equipment condition status and other aircraft maintenance information.

Use:
This form is used UH-1H SN 66-16823 for the following:

1. To show the present status of the aircraft, and aviation mission related equipment aboard the aircraft.
2. To show current hours, hours flown today, and total aircraft subsystems hours.
3. To show number of landings and autorotations during the report period.
4. NA
5. To sign off daily inspections.
6. To show when the next phase or scheduled maintenance inspection is due.

7. NA
8. To show the number of engine starts.
9. To show cycles *(landings)* required to track the total number of cycles.

DA Form 2408–13–1

Purpose:
DA Form 2408–13–1 (Aircraft Inspection and Maintenance Record) has five major purposes. It provides a place to record aircraft and aviation mission related equipment.
(1). Operational remarks and/or faults found during flight or operation, preflight, thru flight, and post flight inspections.
(2). Checks, services, scheduled or unscheduled maintenance inspections, MWOs, RSNs, SCPs, and SOF messages/ASAMs/AMAMs completed or unapplied.
(3). Faults found, when faults were found, when faults occurred, how faults were recognized, effect faults had on the operation or mission, and corrective actions taken to correct faults.
(4). Man-hours (manpower requirement criteria) it takes to do maintenance and QC work, by military, civilian, and contract maintenance support personnel.
(5). Condition status symbols for aircraft, and aviation mission-related equipment.

Use:
The DA Form 2408–13–1 is used by the crew chief, assigned, pilot, maintenance and quality-control personnel and their designated representative during flight operations and maintenance operations of aircraft, related equipment, and components/modules to record—
(1). Faults and deficiencies found during ground, flight, or maintenance operations.
(2). Remarks related to flight and condition of the aircraft.
(3). Removal and replacement of repair parts, component/module, or assemblies that affect safety of flight of the aircraft.
(4). Accident/mishap damage, or damage resulting from a natural phenomenon, such as wind, rain, water, and so on.
(5). NA
(6) Scheduled, unscheduled, and/or special inspections, checks, and services due and completed.

(7). Condition status symbols on aircraft and related equipment.
(8). Component/module, accessories, and other items due replacement at specific flying hours, operating hours, calendar time, and starts.
(9). Uncorrected faults from DA Form 2408-13-3 and deferred faults from DA Form 2408-14-1.

DA Form 2408-13-3

Purpose.
DA Form 2408–13–3 (Aircraft Technical Inspection Worksheet) may be used to record—
(1) Faults and deficiencies found by QC technical inspectors during technical inspections of aircraft, aviation associated equipment, and components and modules.
(2) Faults and deficiencies on repair parts, components, and modules repaired during maintenance.
(3) Checks, services, scheduled or unscheduled maintenance inspections in MWOs, RSNs, SCPs, SOF messages,
ASAMs, AMAMSs, and/or TBs.

DA Form 2408–14–1

Purpose of the DA Form 2408–14–1.
DA Form 2408–14–1 (Uncorrected Fault Record (Aircraft) provides a record of uncorrected and deferred faults on aircraft or subsystems equipment
Use:
(1) To record uncorrected and deferred faults and the reason for deferral, from the DA Forms 2408-13-1 and DA Form 2408-13-3.
(2) Required maintenance/repair may be deferred only when the fault shall not affect the safe operation of the aircraft, or the safety of the pilot and crew.
(3) Faults with a status symbol of grounding X or circled X shall not be entered on this form.
(4) A dash status symbol may be entered on this form when there is a need to defer the application of a normal MWO or a non-emergency SOF message, ASAM, and/or AMAM. Otherwise, dash symbols shall not be entered on this form.

(5) Faults that have the required parts available for the repair shall not normally be deferred. When there are faults that are labor intensive but do not affect the safe operation of the aircraft the repair may be deferred until the next scheduled maintenance inspection.
(6) Un-cleared (open) related maintenance actions recorded on DA Form 2408–13–2 shall not be entered on a DA Form 2408–14–1.
(7) When completed, the form becomes part of the Flight Packet.

DA Form 2408–15

Purpose.
DA Form 2408–15 (Historical Record for Aircraft) provides historical data on the aircraft throughout its service life.

Use:
(1) This form is used for aircraft to record significant historical data such as—
(a) Overhaul, conversions, or major repairs.
(b) Accomplishment of SOF or SOU messages, ASAMs, AMAMs, AWRs, SCPs,
(c) Scheduled inspections such as phase or PMS or PMI. For example, Phase #2 Inspection completed at 2029 aircraft hours,
(d) Accidents, mishaps, rotor over speed, rotor blade strikes, hard landings, and related follow-on special inspections called for in the applicable TM 23 series for aircraft.
(e) Other information that is considered to be of significant historical value and serve as a useful purpose to activities receiving the aircraft, for operation, maintenance, overhaul, or recap; for example, 'aircraft exposed to salt water or saltwater spray."
(f) Aircraft condition evaluation and critical inspection results and findings.
(g) NA
(h) NA
(2) This form stays in the maintenance office and never travels with the aircraft

DA Form 2408–16

Purpose.
DA Form 2408–16 (Aircraft Component Historical Record) provides a permanent record of historical data and events for components/modules and parts that are removed and replaced at specific Aircraft operating hours. This form shall stay with the *historical records*.
Use:
(1) NA

a) This form shall have “Time Change Components” printed in the top margin on both sides of the form.
b) Aircraft CC components/modules and parts shall have a separate form. This form shall have “Condition Items” printed in the top margin of both sides of the form.
c) Do not enter “Time Change Components” or “Condition Items” in the top margins of component’s separate DA Form 2408-16.
d) When this form is prepared for major components, it may contain a mixture of components/modules and parts.

(2) To record needed information on-

a) Field replacement of selected components/modules and parts installed on an aircraft, subsystems, or major assembly.
b) NA
c) Major components that require a narrative record of historical data.
d) NA.

(3) The information recorded on DA Form 2410 and this form is related. The “No Prev O/H,” “Time Since Last Inst (Hrs.),” “Time Since New (Hrs.),” and “Time Since Overhaul (Hrs.)” removal entries for the DA Form 2410 are taken from information on this form. The “No Prev O/H,” “Time Since Last Inst (Hrs.),” “Time Since New (Hrs.),” and “Time Since Overhaul (Hrs.)” installing entries for the DA Form 2408-16 are taken from DA Form 2410, Install Copy.

DA Form 2408-17

Purpose.
DA Form 2408–17 (Aircraft Inventory Record) The form provides a checklist of items assigned to an aircraft that are subject to a periodic inventory (see fig 4–12).

Use:
For aircraft as a record of—
(1) All property (such as fly-away equipment) assigned to the aircraft.
(2) Additions and deletions of mission and role equipment to the aircraft.

DA Form 2408–18

Purpose:
DA Form 2408–18 (Equipment Inspection List) provides a ready reference list of all inspections, services, checks, and replacements listed in the special inspections section of the aircraft maintenance manual.
Use:
Use of DA Form 2408–18 is to maintain—

1. A list of inspections, services, checks, and replacements to be accomplished, on aviation equipment, at intervals not compatible with scheduled preventive maintenance inspection intervals. For example, if an aircraft has a 150-hour phase inspection interval, an inspection completed at 25-hour intervals is not compatible with the phase maintenance inspection interval.
2. A list of inspections, services, checks, and replacements that becomes due at two or more of the following frequencies: calendar time, flying hours, actual operating hours, engine/APU starts, and cycles operated. For example: an inspection required every 25 flying hours or 14 days, whichever comes first.
3. A record of components/modules and accessories that are not serialized that are to be inspected or replaced on a calendar time basis.

4. A list of directed interim recurring inspections, services, checks, or replacements until they appear in a scheduled maintenance inspection checklist (TM 23 series, CL, PMS, PE, phase). The inspection, service, check, or replacement included in a maintenance inspection checklist, shall be lined out or deleted from DA Form 2408–18 list or the inspection master LCF. Over the lined-out entry, write in the date of the preventive maintenance TM change (manual forms only).
5. *When new forms are initiated, the old form will become part of the historical record.*

DA Form 2408–20

Purpose:
DA Form 2408–20 (Oil Analysis Log) is a semi-permanent historical record of oil and grease samples taken and results of the laboratory tests for all aircraft.

Use:
1. For all aircraft in accordance with AOAP (see AR 750–1).
2. To record all oil and grease samples taken according to TB 43-0211.
3. To track trends in debris accumulation and changes in debris size

General instructions.

The DA Form 2408–20 will be kept in the logbook when the aircraft is away from home station. It will be kept in the aircraft historical file when at home station.

A separate form shall be kept for each AOAP component.

DA Form 2410

Purpose:
DA Form 2410 provides a method of recording and reporting maintenance data on selected aircraft components and modules. It provides important data needed for effective management of these components and modules. It provides a historical data on removals, repairs, overhauls or rebuilds, installations and gains/losses to the inventory for reportable items.

DD Form 365-1

Purpose:
DD Form 365-1 (Chart A Basic Weight Check List Record) is a list of all equipment that is or may be installed and for which provisions or fixed stowage has been made in a definite location in the aircraft. All items weighing two pounds or more shall be listed on the form.

Use:
The Chart A shall be checked by an aircraft inventory and updated whenever:

1. *The aircraft is weighed.*
2. *At intervals required by this Instruction.*

DD Form 365-2

Purpose:
DD Form 365-2 (Aircraft Weighing Record) provides the actual weighing data with comments denoting the type of scale, reactions and other pertinent information.

Use:

1. *Fill in identifying data and enter actual scale readings in first column.*
2. *Record measurements taken at time of weighing.*
3. *Record weight and moment of all items in aircraft when weighed that are not part of the basic weight.*
4. *Record weight and moment of all basic items that were not in aircraft when weighed. Items listed in must be checked on CHART A as IN AIRCRFT to indicate their inclusion in basic weight.*

5. *Multiply subtotal net weight of reaction (jack points) by their respective arms (dimensions E and F) to obtain their moments.*
6. *Add net weights and moments of reaction (jack points).*
7. *Divide total moment by total net weight to obtain as weighed CG location in inches from reference datum. Enter this distance in Total block under ARM column.*
8. *Transfer total (as weighed) weight, arm, and moment to the reverse side of the form.*
9. *Make no entries in OIL IN AIRPLANE line.*
10. *Subtract total weight and moment of items entered in COLUMN I.*
11. *Add total weight and moment of items listed in COLUMN II to obtain basic aircraft weight and moment respectively.*
12. *Divide basic moment by basic weight to obtain basic arm. Transfer basic weight and moment to DD Form 365-3.*
13. *Fill in reactions and types of scales used. Include under REMARKS information as to attitude of aircraft from weighed, method of support, etc.*

DD Form 365-3

Purpose:

DD Form 365-3 (Chart C Basic Weight and Balance Record) is a continuous and permanent history of the aircraft weight, moment and center of gravity position. All permanent changes to the aircraft basic weight and moment, regardless of size, shall be recorded (typed or clearly written in ink) on the CHART C to keep it correct and up to date. The last basic aircraft weight, moment, and CG shall be considered the most current data and the baseline for all subsequently dated aircraft loading calculations.

Use:

1. *Whenever equipment is added to or removed from the aircraft, an entry shall be made on this chart.*
2. *Subsystem modifications or structural changes shall be recorded in the same manner with the change in weight and moment added to or subtracted from the current total.*
3. *Whenever a CHART A inventory reveals equipment changes, subsystem modifications, of structural changes not already records in CHART C.*

DD Form 365-4

Purpose:
DD Form 365-4 (Weight and Balance Clearance Form F) is used to derive the gross weight and CG of an aircraft. The Form F furnishes a record of the aircraft weight and balance status at each step of the loading process. It serves as a worksheet on which to record weight and balance calculations and any corrections that must be made to ensure that the aircraft will be within weight and CG limits.

DA Form 2408-13-2

Purpose:
DA Form 2408-13-2 (Related Maintenance Actions Record) is a supplemental to DA Form 2408-13-1 and 2408-13-3. It records maintenance work that is related to faults / deficiencies and inspections entered on the DA Form 2408–13–1 or the DA Form 2408–13–3. It records related maintenance actions that are necessary when clearing faults and/or deficiencies and inspections that are entered on DA Form 2408–13–1 and DA Form 2408–13–3. This form is also used to show the condition status of the fault and/or deficiency or inspections on DA Form 2408–13–1 and DA Form 2408–13–3 and the status of the related maintenance action in the Fault block. Only one major fault from DA Form 2408–13–1 or DA Form 2408–13–3 shall be entered on each DA Form 2408–13–2, block 7 (Fault).

APPENDICES

Appendix A	**Sample of all maintenance/inspection forms used**
Appendix B	**AD Notes List (Aircraft)**
Appendix C	**AD Notes List (Engine)**
Appendix D	***AD Notes List (Accessories)***
Appendix E	***Instructions for Continuing Airworthiness (ICA)***
Appendix F	***Inventory order card***
Appendix G	***Current equipment list***
Appendix H	***Current list of times due***
Appendix I	***Current list of time replaceable items***
Appendix J	***Current list of phase inspection due times***
Appendix K	***Current list of on condition items***
Appendix L	***Copy of registration certificate***
Appendix M	***Miscellaneous newspaper stories about LWBA***
Appendix N	***Abbreviations***
Appendix O	***12-Month Aircraft Condition Inspection***

Appendix N -- Abbreviations

A&P	AIRCRAFT AND POWERPLANT MECHANIC (OR LICENSE)
AC	ADVISORY CIRCULAR
AC	ALTERNATING CURRENT
AD	AIRWORTHINESS DIRECTIVE
AIP	APPROVED INSPECTION PROGRAM
AOAP	AVIATION OIL ANALYSIS PROGRAM (SOAP IS THE SAME)
APU	AUXILIARY POWER UNIT
ASAM	AVIATION SAFETY OF FLIGHT MESSAGE
CE	CREW CHIEF
CFR	CODE OF FEDERAL REGULATION
DA	DEPARTMENT OF THE ARMY
DD214	DEPARTMENT OF DEFENSE SEPARATION ORDERS
DOM	DIRECTOR OF MAINTENANCE
FAA	FEDERAL AVIATION AGENCY
FAT	FREE AIR TEMPERATURE
GPU	GROUND POWER UNIT
HIT	HEALTH INDICATOR TEST
IA	INSPECTION AUTHORIZATION
IAW	IN ACCORDANCE WITH
ICA	INSTRUCTIONS FOR CONTINUING AIRWORTHINESS
KLNS	IDENTIFIER FOR LANCASTER (PA) AIRPORT
LWBA	LIBERTY WAR BIRD ASSOCIATION
MOC	MAINTENANCE OPERATIONAL CHECK
MTF	MAINTENANCE TEST FLIGHT
MTP	MAINTENANCE TEST PILOT
MWO	MAINTENANCE WORK ORDER
O/H	OVERHAULED
OAT	OUTSIDE AIR TEMPERATURE
PC	PRODUCTION CONTROL
PID	PERSONAL IDENTIFICATION
PMD	PREVENTIVE MAINTENANCE DAILY
PMI	PHASE MAINTENANCE INSPECTION
PMS	PREVENTIVE MAINTENANCE SERVICE
QC	QUALITY CONTROL
RFQ	REQUEST FOR QUOTE
RMI	REMOTE MAGNETIC INDICATOR
SOAP	SPECTROMETRIC OIL ANALYSIS PROGRAM

SOF	SAFETY OF FLIGHT
TB	TECHNICAL BULLETIN
TECH	TECHNICAL
TI	TECHNICAL INSPECTOR
TM	TECHNICAL MANUAL
XMSN	TRANSMISSION